

CONSTRUCTION DETAILS

- INSTALL SIGNAL HEAD ON MAST ARM AS SHOWN.
- INSTALL OVERHEAD VIDEO DETECTION CAMERA ON EXISTING MAST ARM AS SHOWN.
- REMOVE AND RELOCATE EXISTING SIGN ON EXISTING MAST ARM AS SHOWN.
- REMOVE EXISTING SIGNAL HEADS AS SHOWN.
- USE EXISTING CABINET AND CONTROLLER. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT)
- ABANDON EXISTING CABINET/LOOP DETECTOR. DISCONNECT AND REMOVE EXISTING LOOP DETECTOR CABLES.
- VIDEO DETECTION ZONE.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING SIGNAL POLE.
- REMOVE EXISTING SIGN R 3 5(L) FROM MAST ARM.

GENERAL NOTES

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE MODIFICATION OF THE SIGNAL.
- THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE AND VIDEO DETECTION CAMERA CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE SO THAT SHA FORCES CAN MAKE THE FINAL CONNECTIONS.
- ALL UNUSED CABLES SHALL BE REMOVED FROM THE EXISTING CONTROLLER, CONDUITS AND HANDHOLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND NOT CONSIDERED TO BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION. SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.

GEOMETRIC LEGEND

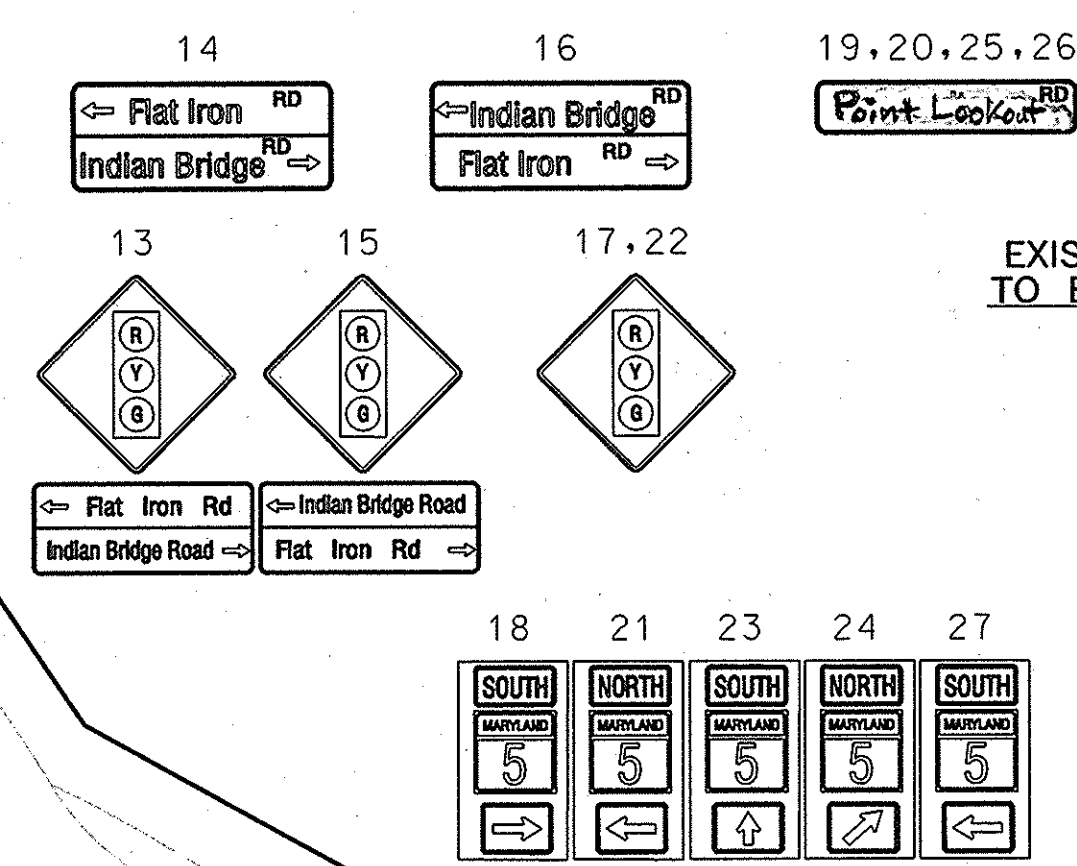
EXISTING

UTILITY LEGEND

- STORM DRAIN
- GAS MAIN
- WATER MAIN
- SEWER MAIN
- ELECTRIC CABLES
- AERIAL CABLES
- TELEPHONE CABLES
- FIBER-OPTIC

BY: SUBSEANAMES

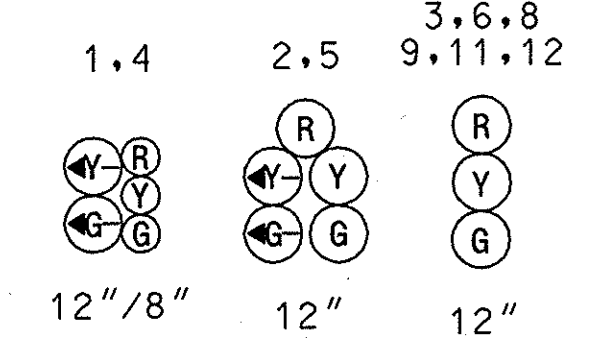
EXISTING SIGNS



EXISTING SIGNS TO BE REMOVED



PROPOSED BLACK FACE SIGNALS



PROPOSED VIDEO DETECTION

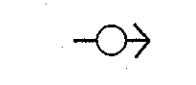
a, b, c, d

EXISTING SIGNALS TO REMAIN

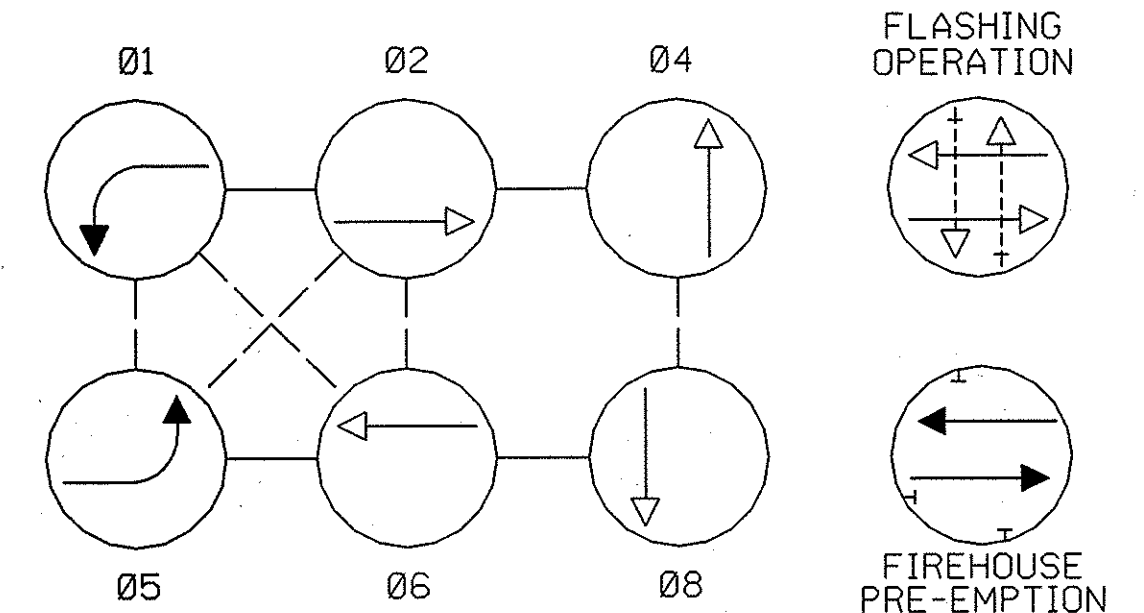
7, 10

BLACK FACE

EXISTING OPTICOM DETECTOR EYE TO REMAIN



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

TOD No: AT782-42
SHA No: SM49A51/B51



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 5 (Point Lookout RD) AND MD 471 (INDIAN BRIDGE RD)/FLAT IRON ROAD
GREAT MILLS, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 03/1999 CONTRACT NO. SM7865176
DESIGNED BY _____ COUNTY ST. MARY'S
DRAWN BY T. LUTZ LOGMILE 18000517.46
CHECKED BY S. BURNETT T.I.M.S. NO. H3094
F.A.P. NO. _____ TOD NO. _____
DRAWING NO. TS3832A - 1 OF 2 SHEET NO. 1 OF 2

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DIVISION
CHIEF TRAFFIC ENGINEERING DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY

REVISIONS
A SIGNAL MODIFICATION TO ADD
E/P PHASE ON MD 5 N.B. AND S.B.
SHA CONTRACT NO. AT7825185
SWA 4/11/99 11:11 PM

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PLOTTED: 04/19/99
FILE: SFLES